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METEOROLOGICAL OFFICE
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MONTHLY SUPPLEMENT
No. 2—SEPTEMBER, 1938

TO THE

MARINE OBSERVER—VOL. XV, NO. 131.

NOTICES TO MARINE OBSERVERS.

OCEAN CURRENT OBSERVATION.

During the past 14 years, with the system of charting currents established with the MARINE OBSERVER, much that was not known before has been learned of the currents of the oceans.

It is most desirable that the observation of current should be continuously sustained by the regular observing fleet. Observing officers are requested to log the set and drift of current whenever it can be accurately obtained.

This is especially provided for in the meteorological log and the ship's record of synchronized weather observations (Form 911).

When obtaining the set and drift by the usual method of navigation, running fixes may not at all times be sufficiently accurate. Usually in the open ocean, the set and drift as ascertained by the difference between Observed and Dead Reckoning positions is best obtained between twilight stellar fixes.

Wireless Communication of the Set and Drift of Current.

When making routine weather reports in the Selected Ship system to all ships, but not usually to meteorological centres ashore, the set and drift of the current, last experienced (distinct from tidal streams) before the time of weather observation of the report, may be made with advantage to other ships.

When this is done, it is best only to make the four universal groups of the weather message, and to add the set and drift of the current in degrees and knots (not miles per day) with the positions *from* and *to*, in plain language.

Wind and Tide Observation.

When in tidal waters, whether under way or at anchor, it may help considerably towards the improvement of knowledge and information of the tides, if marine observers will "remark" in the meteorological log or Form 911 on observed effects of the wind, whether local or at a distance, upon the height of the tide differing from that of astronomical prediction as indicated in the tide tables, and of variations in the tidal streams due to such causes.

In the "Marine Observer's Log" of the July, 1936, number (Vol. XIII, No. 123, pages 84 to 86) will be found the remarks of the Captains of a number of cross-channel steamers upon the effect of wind upon the tidal streams in British Home waters.

Long and systematic observation is desirable before reliable deductions can be formed of this phenomena, but knowledge of it may be improved in all tidal waters of the world if marine observers will take such opportunity as they have to observe and log the effect of wind upon the tide.

POSTAL ARRANGEMENTS.

The quarterly numbers of the MARINE OBSERVER are published on the last Wednesdays of December, March, June and September, while the monthly supplements are published on the last Wednesday of the intervening months.

If captains of observing ships will forward to the Meteorological Office the particulars required hereunder, endeavour will be made as far as mails permit to post the latest number or supplement with appropriate forms for observational work for use on their homeward passage.

S.S...... *Captain*.....

Port of Call.....

Date of Homeward Departure.....

Postal Address.....

When this information is not given The MARINE OBSERVER or Supplement will be addressed to the Commanding Officer, s.s....., c/o the owners, and captains are requested to make their own arrangements for forwarding.

DESPATCH OF INFORMATION REQUIRED IMMEDIATELY FOR THE CONDUCT OF THE WORK AT SEA.

Shipowners, Marine Superintendents and all concerned in the despatch of mails to Ships abroad are asked to kindly facilitate the despatch and delivery of postal matter received at their offices from the Meteorological Office and Air Ministry Publication Depot to their Ships abroad.

This matter addressed to the Commanders of Ships contains information which is required for the Conduct of Marine Meteorological Work at Sea and is most effective if received by the Commanders at the earliest possible date.

Much of the information referred to is published in the MARINE OBSERVER and Supplements, and is of a seasonal nature. This journal also contains advice to Regular Observing Ships which enables them to perform voluntary service by Wireless Communication for the benefit of all shipping.

ICE REPORTS (FORM 912).

Ice Report Forms are supplied with the MARINE OBSERVER or Supplement each month to all regular observing ships employed in the Trans North Atlantic and Southern Ocean trades. They may also be obtanied by any British Ship on application to the Port Meteorological Officers or Agents, addresses of whom are given on the back page of this Supplement.

Commanders of ships in these trades are asked to have this form completed and returned without delay at the end of each passage, A nil return is desired should no ice be sighted.

Selected Ships on the Trade Routes of the Southern Ocean are requested to add to their routine Wireless Weather reports information of floating ice seen or reported within the last 24 hours so that this information may be disseminated to the utmost advantage of all concerned.

DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.
	Latitude.	Longitude.	
NORTH SEA			
8.8.38	52°41′N.	3°16′E.	Drifting part of wreck.
ENGLISH CHANNEL			
10.8.38	49°10′N.	3°47′W.	Heavy log, 10 ft. × 5 ft., dangerous to navigation.
10.8.38	50°16′N.	0°52′W.	Old mast, dangerous to navigation.
11.8.38	5 miles SSW of Needles.		Large tree trunk with roots attached. 30 ft. long 2 ft. diameter.
18.8.38	49°01′N.	4°31′W.	Buoy adrift.
NORTH ATLANTIC			
1.8.38	52°33′N.	52°59′W.	Unidentified wreckage.
1.8.38	48°56′N.	4°30′W.	Floating brown beacon buoy.
6.8.38	41°59′N.	29°53′W.	Black conical and red conical buoys.
NORTH ATLANTIC—(*cont*).			
7.8.38	48°56′N.	4°33′W.	Buoy, cage topmark, adrift.
9.8.38	41°56′N.	28°50′W.	Large red spherical buoy.
11.8.38	48°34′N.	14°35′W.	Red buoy with letter E and red flag.
20.8.38	49°48′N.	8°30′W.	Red conical buoy.
GULF OF MEXICO			
7.8.38	27°37′N.	90°14′W.	Large tree trunk 30 ft. long with roots projecting.
NORTH PACIFIC			
6.8.38	41°12′N.	124°34′W.	3 large logs.
9.8.38	39°31′N.	123°53′W.	Log raft drifting southward.
9.8.38	36°25′N.	122°18′W.	Log 30 ft. long 3 ft. diameter.

CHART OF THE WESTERN NORTH ATLANTIC.

Showing the North Atlantic Lane Routes in force during SEPTEMBER as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 62 and 63 of the April, 1938 number.

The periodic boundary within which ice has been observed is shown and a list of exceptional positions of ice observed in the North Atlantic during SEPTEMBER is given. Ice sighted between AUGUST 1st and 29th, 1938, is indicated by symbol in the position reported, the figure giving the day of the month in August. Information regarding ice conditions in Greenland waters and the Gulf of St. Lawrence will be published when available. Coastal wireless stations, with their call signs, which transmit ice signals are indicated by the symbol (W/T)

Ice symbols used on the chart :— Iceberg, growler, Field or other flat ice.

LANE ROUTES IN FORCE DURING **SEPTEMBER**

(C) From 1st July to 10th April, inclusive.

(F) From 16th May to opening of Belle Isle route. Westbound, on approaching Cape Race steer a course to pass 10 miles S. of Cape Race. Eastbound, steer from position 25 miles S. of Cape Race.

(G) From the opening of the Straits of Belle Isle to 14th November.

Steamers keep {10'N. of this track Westbound / 10'S. of this track Eastbound}

Boundary within which ice has been reported to the Meteorological Office SEPTEMBER 1937

EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat.	Position. Long.	Remarks.
Sept. 2, 1883	Bque., Olivette ...	35°40′N.	30°00′W.	Lump of ice.
,, —, 1895	S.S. Gulf of Taranto	36°35′N.	71°36′W.	2 bergs 30 ft. high, 300–400 ft. long, and much field ice over 2 miles area.
,, 19, 1906	S.S. Lord Lansdowne	54°20′N.	22°00′W.	Small berg 20 ft. by 6 ft.
,, 10, 1908	S.S. Deutschland ...	45°28′N.	27°18′W.	2 small bergs and 1 large.
,, 6, 1920	U.S. Hyd. Bulletin	47°10′N.	38°04′W.	Bergs.
,, 2, 1922	S.S. Hallgierd ...	50°00′N.	40°05′W.	Berg.
,, 15, 1922	S.S. Empress of Britain.	52°52′N.	40°12′W.	Large berg.
,, 3, 1923	S.S. Djambi ...	40°10′N.	31°36′W.	Piece of ice, about 30 ft. long 1½ ft. out of water.

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CORRECTIONS

UP TO AUGUST 22ND, 1938.
MADE SINCE PUBLICATION OF THE JULY, 1938 MARINE OBSERVER
AND SUPPLEMENT No. 1, AUGUST, 1938.

FLEET LIST.

Additions.		Deletions.		Alterations.			
Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.
*† British Power	M	*† Cape Comorin S.T. ...	S	279*† Beaverford	M-S	*to* 232*† Beaverford	M.S.
*† Celtic Monarch... ...	ML	*† Guido	S	234*† Glaucus	M-L	*to* 234*† Glaucus	S
*† City of Bombay ...	M	232*† Madura	M	278*† Middlesex	S	*to* 124*† Middlesex	S
*† Dalryan	S	*† Trentino	S	124*† Port Jackson	S	*to* *† Port Jackson ...	M.L.
*† Gitano	S						
*† St. Cathan S.T. ...	S						
*† Torr Head	S						

LIST OF WIRELESS STATIONS DETAILED TO RECEIVE CODED WEATHER REPORTS FROM SELECTED SHIPS.

Additions.

"A" Selected Ships, page 110, under South Atlantic, following Slangkop (Cape Town).

Column No. 2 General Pacheco (Buenos Aires).
,, No. 3 Latitude 34°27′33″S. Longitude 58°37′35″W.
,, No. 4 LPD.
,, No. 6 143 kc/s (2100 metres).
,, No. 7 Within a range of about 1,300 miles of station.
,, No. 8 Meteoro Baires.
,, No. 9 Weather only. No. 6 supplementary groups.

"B" Selected Ships, page 112, under South Atlantic, following Junccao.

Column No. 2 General Pacheco (Buenos Aires).
,, No. 3 Latitude 34°27′33″S. Longitude 58°37′35″W.
,, No. 4 LPD.
,, No. 5 Meteoro Baires.
,, No. 6 Weather only, 4 universal and No. 6 supplementary groups.

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LATE NOTICE.

The October, 1938, Number will be published on September 28th, 1938.

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